

Thirteen corridors remained for further study after this evaluation. These are described in the following section. A more detailed discussion of alternatives development, evaluation, and screening is in the *Preliminary Alternatives Report* (Lochner, 2006) prepared for this project.

2.4.3.1. Description of Preliminary Corridors

The thirteen corridors remaining for further study after evaluating the preliminary location concepts were made up of different combinations of segments. These corridors are shown in Figure 2-3; they are described by colored segments and grouped by northern terminus location as followed:

US 311/proposed Winston-Salem Northern Bypass Interchange

- Blue-light green-light purple-orange-light blue
- Blue-yellow-green-orange-light blue

US 311/Union Cross Road (SR 1730) Interchange

- Blue-light green
- Blue-red-light green
- Blue-light green-light purple-dark purple-blue-red-light green

I-40/NC 109 Interchange

- Blue (Upgrade Existing NC 109 Alternative)
- Blue-yellow-blue
- Blue-light green-light purple-orange-blue
- Blue-light green-light purple-dark purple-blue
- Blue-yellow-green-orange-blue
- Blue-light purple-green-yellow

US 52/South Main Street (SR 4205) Interchange

- Blue-light purple
- Blue-yellow-light green-light purple

These thirteen corridors were discussed during a series of meetings in 2005 between representatives of various NCDOT departments and NCDOT Division 9. Over the course of many months of discussion and analysis, eight corridors were eliminated from further study, as discussed below.

The two corridors proposed to tie into the interchange of US 311 and the proposed Winston-Salem Northern Beltway were determined to be infeasible due to impacts to Spurgeon Creek and to two public golf courses, as well as prohibitive cost. These corridors were therefore eliminated from further consideration.